

Planning Commission

STAFF REPORT

REPORT**AVAILABLE:**

December 1, 2009

HEARING DATE:

December 9, 2009

TO:

Planning Commission

FROM:

Margaret Middleton, Senior Transportation Planner

SUBJECT:

CPA 2009-0014 Comprehensive Plan Volumes I and IV
Amendment (Ordinance # to be determined) Transportation
System Plan Update Implementing Amendment

REQUEST:

This is a staff-initiated proposal to adopt a Comprehensive Plan amendment to adopt and implement the 2035 Transportation System Plan and an updated Transportation Element.

AUTHORIZATION:

Ordinance 4187 (Comprehensive Plan), Oregon Revised Statutes Chapter 197, Beaverton Code, Metro Urban Growth Management Functional Plan.

APPLICABLE**CRITERIA:**

Ordinance 4187 (Comprehensive Plan) Section 1.5.1

SUMMARY: The City of Beaverton updates its Transportation System Plan routinely to monitor changing conditions and to identify needed improvements to accommodate growth over a twenty-year period as required by the Oregon Transportation Planning Rule. The 2020 Transportation System Plan, adopted in 2002, needs to be updated for this reason. It also needs to be updated to respond to a State requirement that a local transportation plan be consistent with Metro's Regional Transportation Plan (RTP). Metro's RTP is currently being updated to forecast year 2035 and will be adopted in 2010.

The Beaverton Draft Transportation System Plan Update for forecast year 2035 is consistent with Metro's draft 2035 RTP to this point in time, so the City is proceeding toward adoption. However, there is be additional RTP work scheduled prior to RTP adoption, and products of this work may need to be included or considered in Beaverton's 2035 TSP. In order to continue to progress toward adoption, the City is holding a series of public hearings on the Draft 2035 TSP to gather public, Planning Commission, and City Council comments. Tonight's work session and public hearing will help determine next steps.

Draft 2035 TSP Development

The Draft 2035 TSP was developed through a public involvement process that began in December 2008 and included three Traffic Commission public forums, four open houses, three technical advisory committee meetings, and a joint Planning Commission City Council work session on October 12, 2009. At the joint work session, City Council and Planning Commission directed staff to continue the draft plan's review through another Planning Commission work session and further Council review. In order to provide additional public comment, a public hearing will be held after the Planning Commission work session on December 9 and subsequent public hearings will be held at dates to be determined.

The substantive differences between the adopted 2020 TSP and the 2035 TSP are as follows:

Study Area and Land Use: Study area increased to include newly annexed areas since the 2020 TSP update. Land use and its corresponding population and employment by traffic analysis zone was updated as well using Metro's projections and model. The amount of land that is planned to be developed, the type of land uses, and how the land uses are mixed together have a direct relationship to expected demands on the transportation system. Updating the population, employment, and traffic analysis zones consistent with the RTP 2035 land use projections as summarized in Table 1-1 of the Draft 2035 TSP, was critical in understanding future impacts on Beaverton's roads.

Transportation Needs: Since the 2020 TSP analysis, significant investment has been made in streets, pedestrian, and bicycle improvements. In addition, the WES commuter rail line has provided a new public transit mode and link to areas far south of Beaverton. The shift to transit, bicycling, and walking has resulted in improved roadway operations compared to the previous TSP. While there continue to be deficiencies in mobility and connectivity to be addressed in Beaverton and the region, the efforts of the City and the region to improve transportation conditions in Beaverton has been positive.

Challenges to mobility and connectivity remain. There is a lack of east-west capacity on Tualatin Valley Highway, Farmington Road, and Cornell Road. There is still a lack of major north-south roadway connections east of OR 217 between Walker Road and Hall Boulevard. Many intersections throughout the City need additional right and left turning capacity. In addition, system performance is becoming more of an issue when upstream queues extend through intersections and block adjacent movements. Thus operational and management improvements are also needed to help keep traffic flowing.

Funding Status: Through previous planning efforts, transportation studies, and updates to the City's TSP, numerous transportation improvement projects have been identified to address future needs, creating an extensive set of system solutions. While the majority of the projects identified in prior efforts and the current draft 2035 RTP remain applicable to existing and future needs of the transportation system (see RTP Project Table 4-2), this large set of projects was not developed within the City of Beaverton's fiscal constraints. This list, which is the responsibility of the City of Beaverton, totals over \$700 million. This level of transportation investment cannot be funded with estimated City transportation revenues of approximately \$187 million through the

year 2035. Since enough City revenue is not available for the entire set of identified projects, a subset of projects that could be funded with expected revenue was drafted for prioritization and implementation.

Using the multimodal corridor approach to identifying deficiencies and corresponding solutions, a list of high priority projects was developed and included as the financially constrained Action Plan (see Table 4-9). Access, mobility, and capacity projects identified through the needs analysis were screened by the Traffic Commission and public. Those improvement projects with the highest perceived public benefit were included.

Pedestrian and bicycle improvement priorities were established based on proximity to trip generators. Filling sidewalk and bikeway gaps are high priority along with access to transit. Transit improvements were chosen by how supportive they are to TriMet investments in the underserved corridors. Motor vehicle improvements were identified through the corridor analysis initially, then cost effectiveness in addressing congestion needs was measured. The City's ability to fund the projects resulted in their inclusion or exclusion from the Action Plan. Action Plan projects under the jurisdiction of Washington County, THPRD, and Oregon Department of Transportation are considered recommendations to the responsible agency and at times include some City funding.

To date, some City Council and Planning Commission members asked that the 125th Avenue, Brockman to Hall Boulevard project, which is estimated to cost \$13.9 million, be added to the Action Plan given existing policy and historical commitment. In addition, Nimbus Avenue, Hall Boulevard to Denney Road has increased \$5 million and is now estimated to cost \$21.5 million. With \$186,975,000 available, these increases in the Action Plan leave a deficit in expected revenue of \$10,970,000.

Comments on policies and improvements are ongoing. As the public, Planning Commission, and City Council work on the draft 2035 TSP, changes will be made in preparation for adoption. A schedule for future Planning Commission and City Council work sessions and public hearings to finalize the 2035 TSP will be discussed at tonight's meeting.

RECOMMENDATION:

Staff recommends that the Planning Commission:

1. Hold a work session at the December 9 meeting.
2. Hold a public hearing at the December 9 meeting and take comments.
3. Continue the public hearing to February 3, 2010.